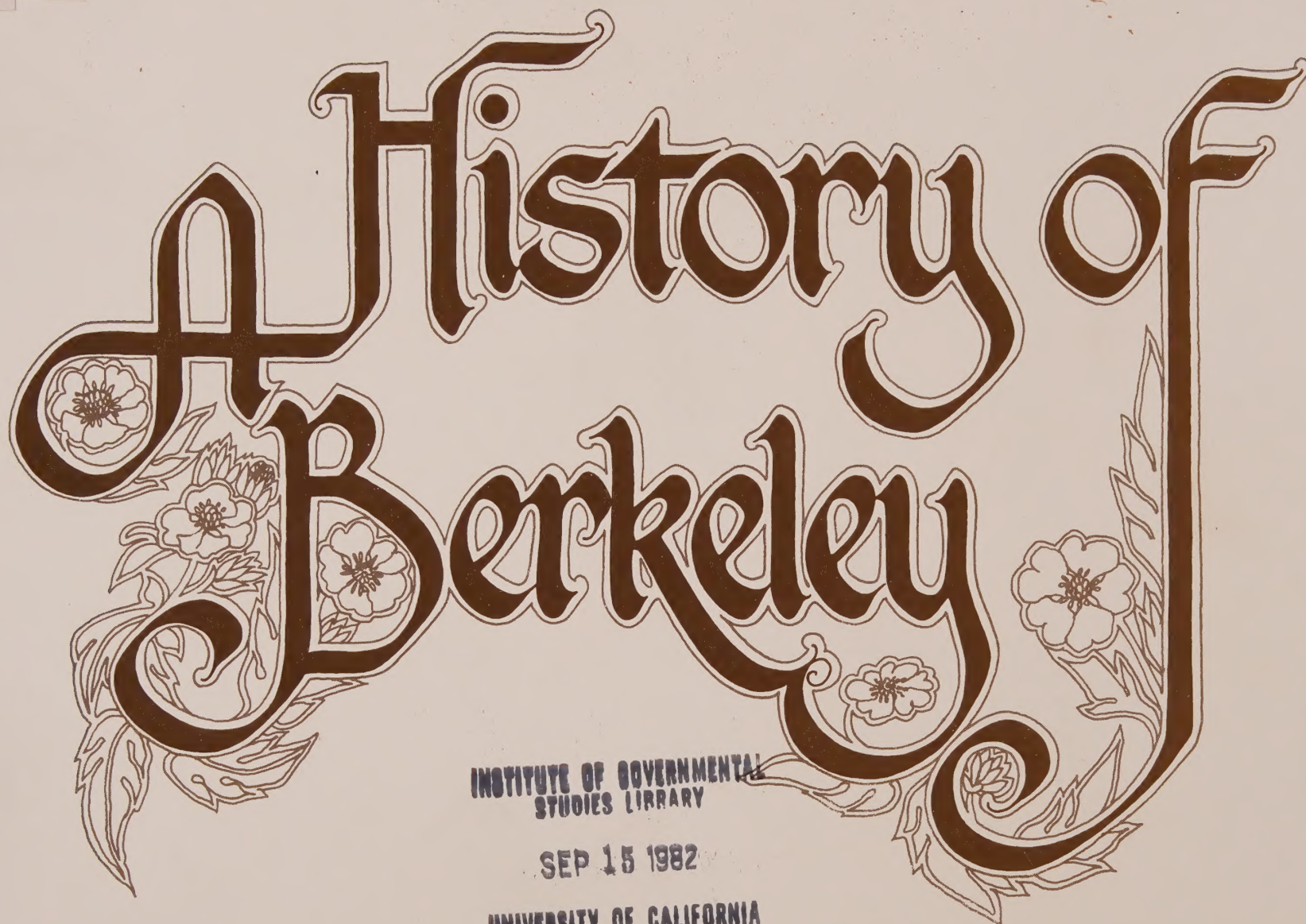


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# A History of Berkeley



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An exhibit  
commemorating  
the Centennial of  
the City of Berkeley

Berkeley Art Center  
April 4 - May 14, 1978



## The Costanoan Indians

The recorded history of Berkeley began on Friday, March 27, 1772, when a small Spanish expedition led by Captain Don Pedro Fages came through Berkeley looking for a land route to Point Reyes. Father Juan Crespi, chaplain and diarist of the expedition, described whales in the bay, bears, deer and abundant water fowl. The flatlands was a grassy plain with groves of trees along the creek beds. Many Indians lived in villages on the creek banks of the East Bay, used the bow and decoy for hunting, and had rafts to travel on the water.

These first Berkeleyans were the Costanoan Indians, who lived here for more than 4,000 years. They were simple hunters and gatherers of game, fish, shellfish, seeds and acorns and lived in reed-covered houses. They left little physical evidence of their presence here except for shell mound sites in West Berkeley. The Costanoans had no agriculture and only a low level of technology, but they managed to live lightly on the land for thousands of years without destroying its beauty, without filling the bay, polluting the water, fouling the air, or annihilating any other species in the process. They had mastered the art of living in peace with their environment.





Father Crespi's diary, March, 1772: "... we passed five villages of heathen, which are all on the banks of the arroyos. The Indians are very mild and have well-made houses."





Father Crespi's diary, March, 1772: "We saw many marshes and tule patches, with thousands of cranes and geese . . . also four young whales blowing."





## Spanish Period

The next Berkeleyans were the Spanish colonists, who were part of the Spanish Empire in the New World until 1822 and then of independent Mexico until 1846. The Spanish brought changes that shattered the stone-age Indian culture, introducing agriculture and domesticated animals: cattle, sheep, horses. In 1820, Luis Maria Peralta petitioned for a land grant of more than 48,000 acres which included all of present-day Berkeley.

The Peralta Rancho dominated the Berkeley landscape during the Mexican period, and cattle ranching was the foundation of its economy. Berkeley was merely one part of a single large ranch where the Peraltas built adobe houses and made a living by selling cattle hides, tallow and soap to trading ships from New England. The Peraltas also lived lightly on the land, and it was a relatively undamaged environment which became part of the United States in 1846.



# American Period

The next settlers were the Americans bringing innovations that quickly shattered the rancho economy. Efforts were made to take the Peraltas' land as soon as California became part of the United States in 1846 and were successful after the Gold Rush brought thousands of new immigrants to California. The Peralta rancho was overrun first by rustlers who stole the cattle to sell in San Francisco, then by squatters who raised vegetables or grain, and lastly by real estate speculators. Most devastating to the Peraltas was the American introduction of the property tax. Jose Domingo Peralta lost his inherited holdings in 1853 when he sold all of Berkeley, except for 300 acres, for \$82,000 to four San Francisco speculators. This gave him money to pay his taxes and lawyers' fees and little else.

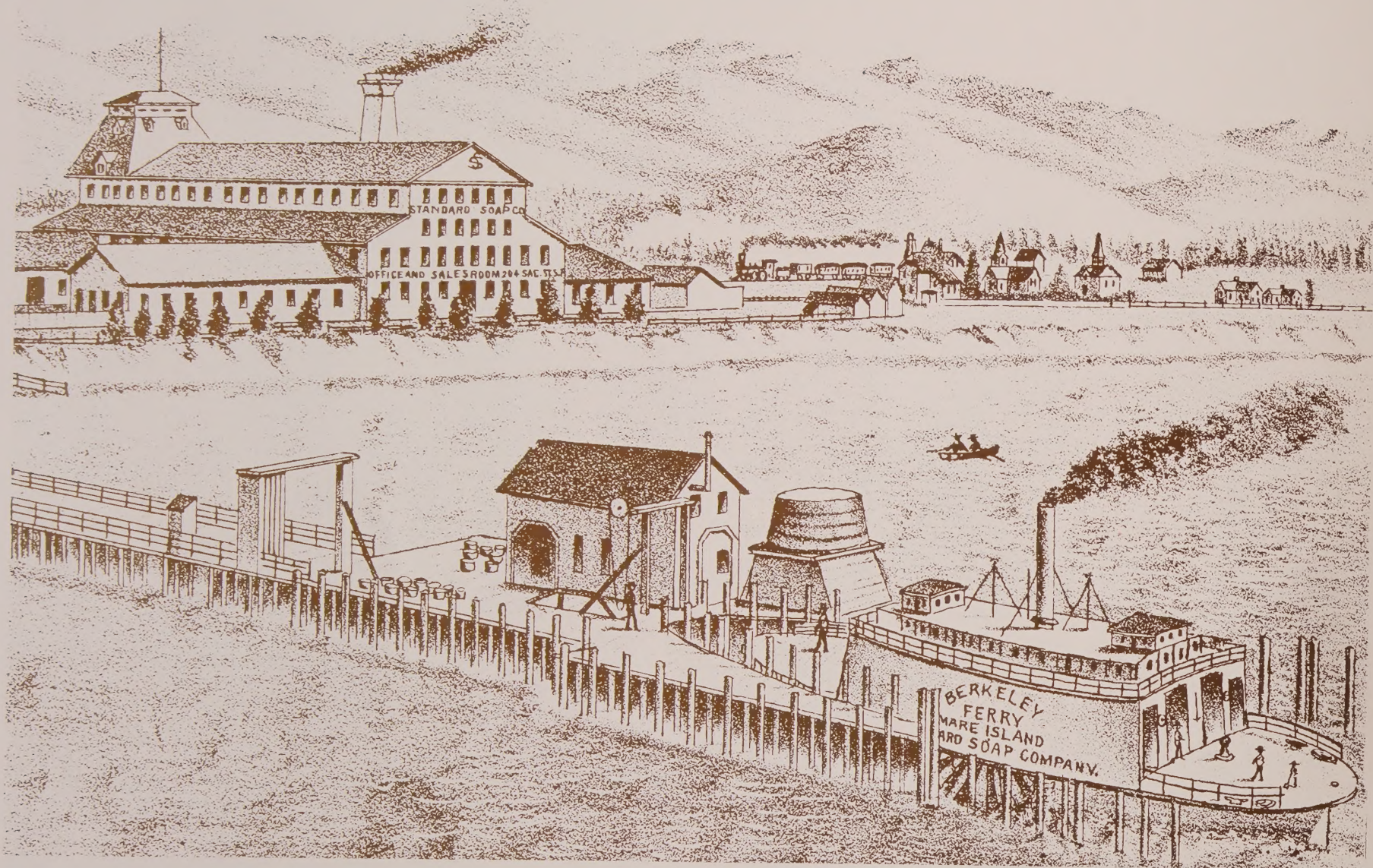
Changes in transportation technology have been key forces shaping the timing, pattern and location of development within Berkeley after the Americans arrived. During the 1850's, water transport was the only way to move bulk freight to and from San Francisco. When urbanization spread to other parts of the Bay Area, the first settlements surrounded the embarcaderos on the waterfronts. As a consequence of the dependence on waterborne transport, Ocean View became the first urban settlement in Berkeley. It began when Captain Jacobs anchored his schooner off Strawberry Creek, Captain Bowen built an inn at San Pablo and Delaware and the Pioneer Starch and Grist Mill, the first Berkeley industry, was constructed. Berkeley changed from a cattle ranch to a farming community with a small but growing commercial-industrial town, Ocean View, on its waterfront. It remained this way until the University of California opened on September 25, 1873.





Wells Fargo Express, Addison and Shattuck, 1878 (Masori-McDuffie Collection)





Berkeley Pier and Ocean View, 1874 (W. W. Elliott, HISTORY OF BERKELEY 1885)





St. Joseph's Church and Academy, Jefferson and Addison, 1878 (W. W. Elliott, HISTORY OF BERKELEY)





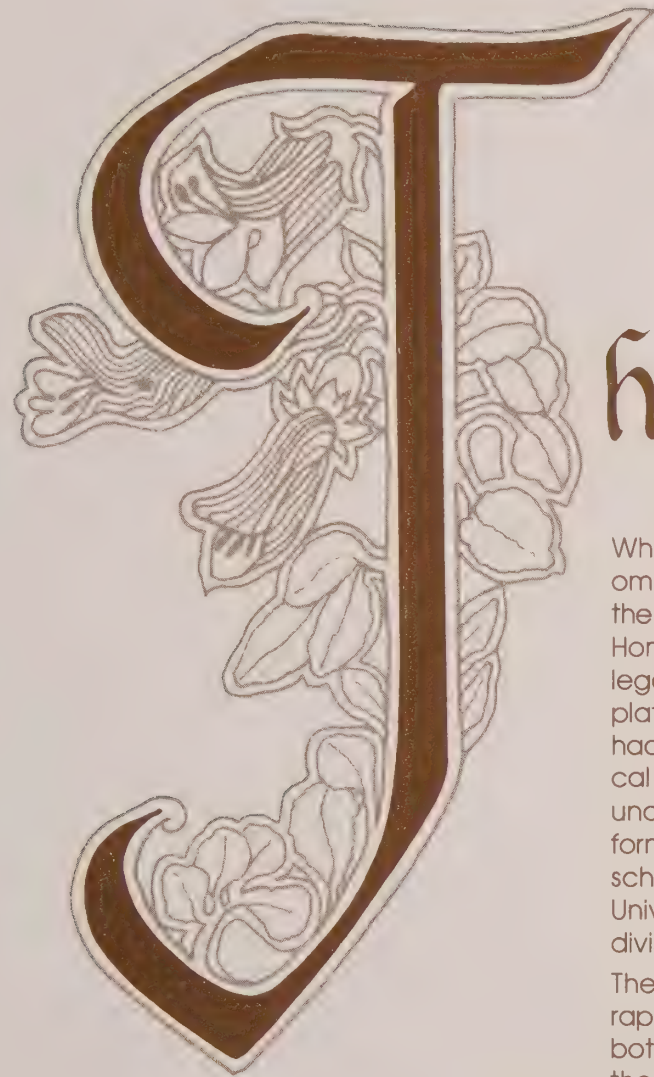
Napoleon Bonaparte Byrne in 1897. Byrne came to Berkeley in 1859 and established a large farm. His house, which is still standing, was built in 1868 on Oxford Street adjacent to what is now Live Oak Park. (Louis Stein Collection)





James Loring Barker and family outside the Barker House, 2031 Dwight Way. Barker rode on a stagecoach to Sacramento in 1878 with the petition for Berkeley's incorporation as a city. (Berkeley Architectural Heritage Collection)





## he University

While Ocean View was settled, gradually evolving out of the economic trends of the period, East Berkeley was formally founded by the Trustees of the College of California. They established the College Homestead Association as a real estate venture to finance the college in 1864. In 1866, they named the new town Berkeley, filed the plat of the survey and began to sell lots. The California legislature had planned to build a College of Agriculture, Mining and Mechanical Arts in order to make California eligible for federal land grants under the Morrill Act of 1862. The Trustees of the College of California, insisting that there be a true university and not only a technical school, offered their land, buildings and equipment if the proposed University of California would have a liberal arts college as its basic division. The offer was accepted in 1868.

The eastern part of Berkeley around campus grew much more rapidly than the industrial-commercial area around Ocean View. But both university and industrial growth continued at the expense of the farming community; and as streetcar service improved and population grew, the town became a residential community.

In April of 1878, the Governor of California signed the Act of Incorporation; and Berkeley became a city, combining the two very different communities of Ocean View and Berkeley.





Senior Class, 1894  
(Louis Stein Collection)



Phoebe Apperson Hearst, early  
benefactress of the University, with  
President Benjamin Ide Wheeler, 1911.  
(Bancroft Library)





Harmon Gymnasium, 1879 (Louis Stein Collection)





University Freshman Class, after annual textbook bonfire, 1896 (Oakland Museum History Dept.)





## Street Railroads

While the University served as a magnet to draw newcomers to Berkeley, the street railroad routes determined which residential areas and commercial centers grew first. The University urged construction of a horsecar commute route on Telegraph Avenue to Oakland. When this route opened in 1872, the first commercial district in East Berkeley developed along Telegraph between Bancroft and Allston (now part of the University campus). In 1876, J.L. Barker and F.K. Shattuck induced Central Pacific to run a steam train line along Shattuck Avenue to Center Street. Soon there were commercial centers around the train stations: Berkeley Station (Center and Shattuck), Dwight Station (Dwight and Shattuck), Newbury Station (Adeline and Ashby) and Lorin Station (Adeline and Alcatraz). The best public transit and development began along north-south routes early in Berkeley's history, setting a pattern which persists to the present. There was no regular rail service along University Avenue to link East and West Berkeley until 1891. This greatly slowed the development of the central flatlands, and the area between Sacramento

and San Pablo Streets remained relatively open as late as World War I. Annexation which increased the size of Berkeley followed the same pattern. South Berkeley and Newbury were annexed in 1891 and Lorin in 1892.

In 1892, electric street cars were built along Grove Street, and this improved transit technology began replacing horse cars and steam trains. The population of Berkeley grew, and more land was opened for residential development. The big change that took Berkeley from a town to a city, however, was the Key System Railway and Ferry in 1903 which reduced commute time to San Francisco to 36 minutes. Berkeley was then a viable commuter suburb of San Francisco as well as of Oakland. After the San Francisco Earthquake and Fire of 1906, Berkeley's population doubled within one year. Improved mass transit better enabled the subdividing and opening of new areas: Claremont District in 1906 and Northbrae in 1908.





Looking East from Ellsworth and Durant, 1885. (Louis Stein Collection)





Berryman Station, 1894. (Louis Stein Collection)



Moving City Hall with Council in Session, 1899 (Louis Stein Collection)



Stein Butcher Shop at Vine and Shattuck, 1912 (Louis Stein Collection)



World War I Aircraft Assembly Line (Oakland Museum History Dept.)





Raspiller Brewery in Ocean View, 1893 (Louis Stein Collection)





Peralta Park Hotel, Albina Street, 1888 (Oakland Museum History Dept.)



## esidential Development

The nineteenth century was the heyday of the real estate speculator, with the rapid settlement and population growth which followed the Gold Rush providing ideal operating conditions in California. When speed of platting and subdividing for land speculation is of greatest importance, the grid system is used because it is the easiest to lay out. Little regard was given to topography, and the reservation of open spaces for parks was rarely considered. The flat-land area of Berkeley which was subdivided during the nineteenth century was done in this grid pattern. Fortunately, before the hill areas of the northeast and Claremont districts were subdivided, Duncan McDuffie, a real estate developer with vision, had come to Berkeley. He hired Frederick Law Olmstead to landscape and plan his subdivisions in the hills, which avoided grid pattern streets. Instead, tracts were made with narrow, winding streets that followed the contours of the hills and discouraged through traffic. In 1905, development of the 120 acre Claremont Park began, with the Mason-McDuffie

Company pioneering in landscape planning, street tree planting, contoured roads and parkways and spacious homesites. Because McDuffie brought first-rate landscape planning into real estate development, the grid pattern was not carried into the hill districts of Berkeley, as had been done in San Francisco.

The Mason-McDuffie development in the Claremont area was annexed to Berkeley in 1906 and Northbrae in 1908. At this time northeast Berkeley and Thousand Oaks were part of an unincorporated area called Oakland Township. The extension of electric trolley lines into this district facilitated the development of the north hills. Trolley lines along Arlington and Euclid Avenues connected these more expensive residential areas with the central business districts of Oakland and San Francisco. The North Hills-Thousand Oaks area was annexed in 1920. The Park Hills and Berkeley Woods subdivisions were not added until 1959.





Mason-McDuffie Building and Sales Staff, Shattuck and Addison, 1914 (Mason McDuffie Collection)



## Pre World War II Berkeley

By 1940 Berkeley was a city of 85,000, predominantly a university town, but one with a strong industrial sector. The farms had disappeared. It was also a bedroom suburb for workers employed in San Francisco and Oakland. Although Blacks were among the first American residents of Berkeley, the city was racially homogenous with more than 94% of the population Caucasian. The West Berkeley factory district was also the residential area for lower-income families; and Claremont, Northbrae, Thousand Oaks and Cragmont were exclusive residential areas for wealthier families. It was a politically quiescent period in Berkeley's history. Only incumbent City Councilmembers had been elected since the Council/Manager form of government was adopted in 1923. All changes in Council membership were made by appointment upon the resignation of Councilmembers, and new appointees then ran as incumbents at the next election.





Berkeley Buddhist Temple, 1921 (Rev. Sam Oda Collection)



Washington School Garden, World War I (Berkeley Unified School District)



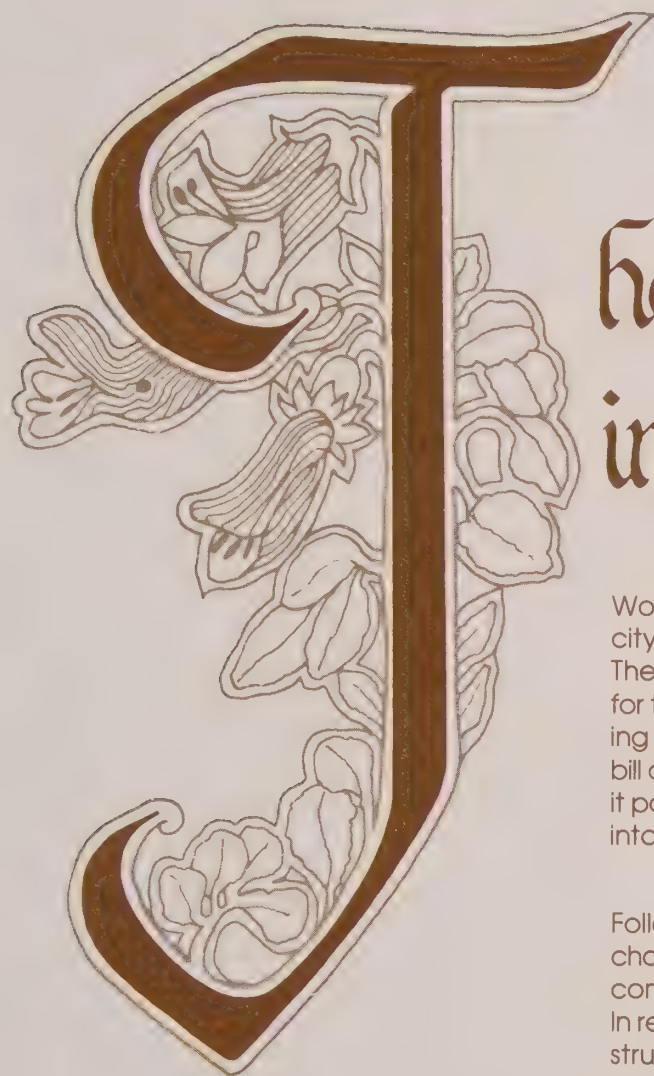


Telegraph Avenue, looking north, 1932 (Louis Stein Collection)



Berkeley Fire, Euclid Avenue, 1923 (Louis Stein Collection)





## The Big Change in Berkeley

World War II changed the University, the population make-up of the city and set the stage for explosive suburban growth after the war. The University of California became a major nuclear research facility for the federal government, a large scale employer not just of teaching faculty but also of researchers and technicians. The post-war GI bill also led to increased enrollments, and post-war prosperity made it possible for thousands to go to college. The campus expanded into surrounding residential neighborhoods.

Following the war, the size and composition of the population changed radically. Many minority and low-income groups which had come to work in the East Bay war industries decided to remain. In response to the urgent need for housing, random apartment construction sprang up across the city, and older residences near campus were subdivided to accommodate the new students. The local public school system was unable to handle postwar enrollment, lacking adequate space, sufficient funds or a plan to deal with the increasingly prevalent racial discrimination also typical of local housing practices.

Many began to commute to Berkeley jobs at the University, adding to the thousands who commuted to work outside the city. Automobile traffic increased and mass transit systems declined. The bay was being filled at an alarming rate. Commercial centers had fallen into disrepair because of the war effort and continued to be neglected.

In 1955, a new Berkeley Master Plan was approved, with provisions for major planning and capital improvements. At the same time, the Black population was becoming active in city politics, laying the foundation, along with the new liberal City Council, for eventual passage of the Rumford Fair Housing Ordinance and full school integration. In accordance with the new planning, public money was spent on developing new facilities at parks, on planting of street trees and on improvement of Shattuck and Telegraph commercial areas.

In 1964, anti-war and anti-establishment forces erupted suddenly on the University campus with the Free Speech Movement, a conflict so massive and emotionally fraught that it was covered in the world press. Painful campus-based confrontations on related issues followed for several years, climaxing in the People's Park crisis in 1969, when the city was occupied by the National Guard. Community groups made a concerted effort to prevent violence during the May march on the park fence and the troopers guarding it.

Even during the political turmoil of the Sixties, Berkeley managed a solid record of civic accomplishment. It was the first city to stop filling the bay. It was the only city to insist on the complete undergrounding of the BART trains. Despite a bitter School Board recall battle, the school system was integrated voluntarily. The Ashby Freeway, which would have severed south Berkeley from the rest of the city, was stopped. Extensive street widening that would have destroyed residential neighborhoods was rejected. A series of initiatives were passed by the voters which addressed strong social and environmental concerns including neighborhood preservation and funds to provide parks and open space throughout the city. Today Berkeley is still trying to find innovative solutions for serious problems.





# Historical highlights

- 1772 Padre Juan Crespi and Lt. Pedro Fages came to Berkeley from San Diego to find San Francisco Bay.
- 1820 Luis Maria Peralta was granted Rancho San Antonio by the King of Spain. This was the land between the hillcrests and the Bay, and from El Cerrito Creek to San Leandro Creek—about 48,000 acres. Preferring to live in San Jose, Luis Maria divided his rancho among his four sons. Jose Domingo Peralta was given the area that is now Berkeley and Albany; and he became Berkeley's first resident landowner.
- 1848 California became a U.S. Territory. Gold Rush began.
- 1853 A group of pioneer developers bought the holdings of Jose Domingo. They were Hall McAllister, R.P. Hammond, Lucien Hermann and Joseph K. Irving. Reverend Henry Durant founded the Contra Costa Academy in Oakland. Two years later it became the College of California.
- 1854 Capt. James H. Jacobs built a makeshift wharf and started a freight transportation service by sloop connecting Berkeley with San Francisco and Sacramento from his landing at the foot of University Avenue—later known as Jacob's Landing. He also started constructing a house in Ocean View.
- William J. Bowen opened Bowen's Inn, a small inn, with some hotel accommodations and a meagre stock of retail groceries, at the corner of San Pablo and Delaware.
- 1855 The first industry in Ocean View, the Pioneer Starch and Grist Mill, was opened by John Everding and A. Rammelsburg.
- 1856 The first area school, the Ocean View School, was opened.
- 1859 Napoleon Bonaparte Byrne and his family came to what is now Oxford Street and established a large farm. (His home still stands today on the property of the Church of the Cedars. It was completed in 1868). The first Blacks to live in Berkeley were freed slaves who came with the Byrne family from Missouri.
- 1860 The College of California had purchased enough land in the Berkeley Hills, on the banks of Strawberry Creek, to

warrant a dedication ceremony by the Trustees at the site of Founder's Rock.

- 1866 The name Berkeley was officially adopted for the development around the College of California. This development was spearheaded by the College Homestead Association.
- 1867 Sites for the California School for the Deaf and Blind were purchased in Berkeley just south and east of the college campus.
- 1868 Governor Henry H. Haight signed the law granting a charter to the University of California. The Trustees of the College of California deeded their campus and facilities to the University. The first two Presidents were Henry Durant and Daniel Coit Gilman.
- 1869 Transcontinental railroad reached Oakland.
- 1870 Henry Berryman and Felix Chappelet bought the University Water Works and subsequently developed Berryman Reservoir.
- 1872 First horse car on Telegraph Avenue began service.
- 1873 The Berkeley Land and Town Improvement Association organized to arrange land sales, open stores, build wharves and promote modern ferry connection with San Francisco.
- The University of California moved to the Berkeley campus from Oakland.
- The Berkeley Club was established by President Gilman to gather scholars, businessmen and public leaders to discuss the issues of the day.
- 1874 The Berkeley Ferry and Railroad Co. established service to San Francisco from Ocean View, making 4 trips daily. An Oakland-Berkeley horsedrawn transit line now existed along Choate (Telegraph) Avenue with a steam line on Shattuck Avenue.
- 1876 A shoreline railroad was established between the Oakland Wharf and Ocean View. The next year this line was extended north to Martinez.
- 1877 The four founding fathers of central Berkeley: Francis Kittredge Shattuck, William Hillegass, George M. Blake and James Leonard, finally received the U.S. patent for the land which stood roughly between Addison, Russell, Grove and College.
- The Berkeley Advocate, forerunner of the Gazette, began publishing as a weekly newspaper.



- 1878 Berkeley became an incorporated town, following a great deal of discussion by the residents of Ocean View and of the area radiating around the University. This 'Great Debate' had been aided to a large extent through the auspices of the local churches and fraternal organizations. The town had three business districts: San Pablo Avenue in Ocean View, served by a transcontinental rail line; Telegraph Avenue at Bancroft Way, served by a car line from Oakland; and Shattuck Avenue at Center Street served by a steam line from Oakland. The incorporation had followed an unsuccessful attempt to annex the area to Oakland, and included a narrow strip running from the hills to the Bay between Eunice and 500 ft. south of Dwight Way.
- 1880 The Kellogg School, at Center and Oxford Streets was supported by the City Trustees as east Berkeley's first public school.  
Location of train station at Shattuck and Dwight.
- 1882 The Volunteer Fire Department was organized with Beacon No. 1.  
The first Berkeley telephone exchange was set up at Hilton's Drugstore.
- 1887 James L. Barker initiated the plan for financing electric street lights and the Berkeley Electric Light Co. was formed. (Sold to PG&E in 1909).
- 1891 Home electric lighting began.  
The first east-west streetcar line linked the city's far-flung residential and business districts.
- 1892 F.K. Shattuck opened first bank.
- 1893 North Oakland Telegraph Avenue horsecar converted to electricity.
- 1895 The first Berkeley Town Charter was put into effect. It provided for the division of town into 7 wards, each of which could elect its own representatives to the Board of Trustees.  
The first Library Board of Trustees was created and funded by the City.
- 1899 The Berkeley Daily Gazette replaced The Advocate. Phoebe Apperson Hearst sponsored an international competition for the design of the campus for the University of California, giving the city worldwide attention.
- 1901 An electric trolley line was completed, linking west Berkeley, Emeryville and Oakland.
- 1902 An electric trolley line was installed on University Avenue.
- 1903 Key Route electric trains, in combination with ferry boats, provided 36-minute service from Shattuck and University Avenues to San Francisco.
- 1904 Full time paid firefighters were hired by the City with the establishment of a professional fire company. James Kenney was the first chief.  
The first hospital was established by Dr. Francis LeRoy Herrick in the former home of Joseph B. Hume at the corner of Dwight Way and Milvia Street.
- 1905 August Vollmer won election as Town Marshall and developed the Berkeley Police Department over the next 40 years. He and the Department won worldwide respect and pioneered in the use of scientific evidence and crime prevention.  
The second hospital was begun by a young nurse, Alta Alice Miner Bates.
- 1906 The earthquake and fire in San Francisco drove many to the East Bay. The city grew from a population of 13,214 in 1900 to 40,434 in 1910.
- 1908 A new City Hall costing \$150,000 was begun by the San Francisco architectural firm of Bakewell and Brown, and is still in use at 2134 Grove Street.
- 1909 The Town Charter was amended to provide for the election of Trustees at large, and reduced the number to 5—with each having specific responsibilities: one as mayor, and the others with administrative control of one or more municipal departments. Berkeley was designated as a 'City' rather than a 'Town'. The amendment also provided for the appointment of various City Boards and Commissions.
- 1910 The Varsity Theater, across the street from the Public Library on Shattuck Avenue, opened as the city's first movie house. Within a year or so there were several more.
- 1913 An incinerator for solid waste was built on City property at Fleming's Point.
- 1915 The Berkeley Post Office at Milvia Street and Allston Way was completed.
- 1920 A more comprehensive zoning measure, dividing Berkeley into land use districts was passed.
- 1922 Maxwell Hallauer got a license for the first radio station in Berkeley. He used the call letters KRE and opened a studio in the Claremont Hotel.



1923	<p>The City Charter was amended to establish the City Manager form of government. Throughout the U.S. Berkeley was cited as a model of good and efficient community government.</p> <p>Garbage collection became a municipal enterprise. The incinerator was abandoned and fill-and-cover disposal began on a 5 square block area of marshy land in west and northwest Berkeley.</p> <p>In September the infamous and disastrous fire occurred. Fire swept across the Berkeley hills, devastating 130 acres, destroying nearly 600 buildings, making over 4,000 people homeless, and doing an estimated \$10,000,000 damage. The City recovered quickly and more than 100 new buildings were under construction in the burned area within a year following the fire.</p> <p>Alameda and Contra Costa Counties' voters approved the establishment of a two-county water utility--The East Bay Municipal Utility District.</p>	1951	<p>First sewage treatment plant put into operation by EBMUD.</p> <p>Berkeley Community Theater built.</p>
1925	The City Planning Commission was created.	1955	First City Master Plan adopted, limiting population of city and proposing a planning guide.
1929	Water from the Mokelumne River flowed in San Pablo Reservoir to meet the needs of Berkeley and the East Bay. Prior to this the lack of adequate water had been a serious problem to the growth of the area.	1956-1968	Construction of pools, schools, playgrounds, recreation buildings began.
1930	From this year on, Berkeley's growth has been directly influenced by regional development. During the depression years, there was a lull in industrial and commercial activity over the entire area.	1959	Park and fountains in central business district, street tree planting, improvements of University Avenue, Telegraph Avenue and waterfront began.
1931	Ernest Lawrence established Radiation Laboratory at University of California.	1960	Boom in low quality apartment construction to meet population demand.
1933	Regional Park District Act passed State Legislature.	1961	Wilmont Sweeney was the first Black to be elected to the City Council.
1936	Completion of Bay Bridge caused a loss of patronage of Key System and Southern Pacific Commuter trains.		Save the Bay founded.
1939	The Golden Gate International Exposition brought thousands of visitors to the Bay Area.	1963	Fair Housing Ordinance was repealed after bitter campaign.
1941	World War II brought prosperity to the area as industries were begun or expanded to produce war supplies. War workers flocked to Berkeley as well as to other Bay Area cities.		Flatlands were downzoned.
	Southern Pacific stopped commuter service.	1964	School Board Recall failed and integration plan went forward.
1945	With the end of the war, University enrollments swelled to all-time highs. Postwar scientific achievements at the University with its famed laboratories made Berkeley one of the world's leading scientific centers.	1965	Street widening rejected; circulation element of Master Plan revised.
		1966	West Berkeley Industrial Park plan initiated.
			Bonds voted to underground BART in Berkeley.
		1968	Berkeley schools integrated with first two-way busing system.
		1969	People's Park Crises. National Guard occupied Berkeley. Conflict climaxed in May march on park.
		1970-1971	Battle over proposed regional shopping center at Waterfront, which was defeated.
		1971	Warren Widener was elected the first Black Mayor.
		1973	Era of Initiatives reached high point with passage of Neighborhood Preservation Ordinance insuring strict control of city development until a new city Master Plan is approved.
		1975	Neighborhood Traffic Study led to Traffic Management Plan.
		1976	Elijah B. Rogers was appointed first Black City Manager.
		1977	Traffic Management Plan reaffirmed in April election; zoning revision continues; New Master Plan approved pending attachments in progress; Growing awareness of changes in city financing through various federal monies--General Revenue sharing, Community Development Block Grants, CETA.



# Acknowledgements



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